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PRIVATE RESIDENTS AT THE
OUTPORTS
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NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

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General Managers.
Hongkong, 29th April, 1908. [a134]

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Our Hot Central.
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Hongkong, 1st April, 1909. [a113]

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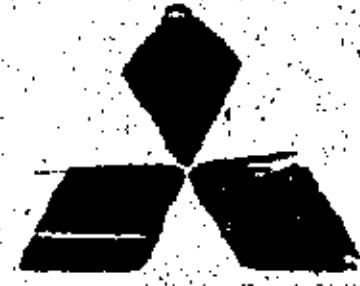
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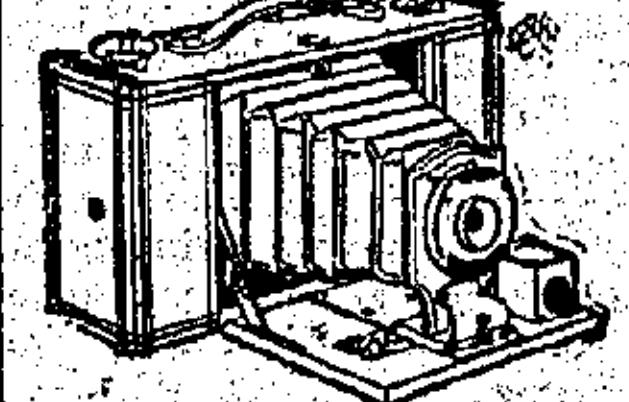
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HIS MAJESTY KING GEORGE V. has graciously granted a ROYAL WARRANT OF APPOINTMENT as FURNITURE MANUFACTURERS to HIS MAJESTY to:—

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[a747]

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FOR SALE OR TO LET.

"K ENLIS," 76A, PEAK; SEVEN ROOMS; Large Verandas; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens. Croquet Lawn, 15 minutes' walk from Tram, 7 minutes by Rickshaw. One of the best situations at the Peak. Cool in Summer, Warm in Winter.

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Hongkong, 2nd February, 1911. [270]

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REMAINING Portions of MARINE LOTS 31 and 36 at PEAK EAST. Approximate Area, 45,000 Square Feet.

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MARINE LOT No. 285
EXTENSIVE WATER FRONTAGE, DEEP WATER.

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Hongkong, 8th June, 1906. [111-112]

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HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

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TRY OUR

CORNED PORK

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CORNED BEEF.

Pickled by our European Butcher on the premises.

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DAIRY FARM CO., LTD.

[36]

JUST UNPACKED!

A Splendid Assortment of LADIES' FOOTWEAR.

50 STYLES,

VARIOUS PRICES.

All British Manufacture.

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No. 14, Queen's Road Central.
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A Splendid Assortment of LADIES' FOOTWEAR.

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[257]

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Dining accommodation for 300 Persons.

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| FINE PALE COGNAC (Marie Brizard & Roger's) | \$20.80 |
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A. S. WATSON & CO.
LIMITED,
ALEXANDRA BUILDINGS.

[25]

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTH.

On Sunday, the 5th instant, the wife of CHARLES EDWARD HARTNELL BEAVIS, of a daughter. [417]

DEATH.

At his residence, No. 3, Praça Luiz de Camões, Macao, on 5th inst., Dr. LOURENCO PEELEIA MARQUES, aged 58. Deeply regretted.—Funeral will take place on the 7th at 6 p.m. English, American and Northern papers please copy.

[42]

The Daily Press.

HONGKONG, MARCH 7TH, 1911.

The experience of the Boxer events of 1900 has taught foreign residents in China not to be indifferent to local agitations of the Boxer variety, and the news which has been reaching Europe through Russian sources has doubtless created much uneasiness in the Chancelleries where the history of the beginnings of the Boxer uprising of ten years ago is still remembered. It is strange, however, that the news of an anti-foreign outburst at Mukden has come only through Russian sources. Proclamations, the telegram says, have been issued at Mukden urging the extermination of foreigners. It may, we think, be safely conjectured that these proclamations have not been issued with the cognizance of the authorities, as they were in so many cases in the northern provinces in the year 1900. Then the movement had the direct encouragement of the late Empress-Dowager, for it may be said that the uprising had its origin in the decree of the Empress-Dowager for the organisation of train-bands in the provinces of Chihli, Mukden and Shantung requiring them to undergo regular training

"for the sufficient period to enable us to attain to the position of a nation in arms, so that at any crisis in our country's affairs their services would then be available and invaluable." It was to be a patriotic militia, and it may be remembered that the device on the banners carried by the Boxers was: "The Gods assist us to destroy all foreigners; we invite you to join the patriotic militia." Mr. Eland and Mr. Backhouse in the illuminating history of this period which they have recently given to the world emphasize the fact that the sentiment of hatred of the foreigners and all his works, loudly proclaimed by the simple-minded braggart Boxers, was politely re-echoed by the literati, and voiced with equal caudous by the picked men of the Government, men like YUAN SHI-KAI, JUNG LU, and K'UEN-YI.

Those who pose as the friends of foreigners merely advocate dissimulation as a matter of expediency. The thought should give us pause, not only in accepting at their current value the posturings and pronouncements of the *monde diplomatique* at Peking, and the reassurances given as to our excellent relations with such and such officials, but it should also lead us to consider what are the causes, in us or in them, which produce so constant and so deep a hatred." So far as the book throws any light upon the causes of this hatred it does not greatly help the situation. JUNG LU, who did his utmost to save the Legations, had yet written to a friend in the early days of the rising as follow: "The idea of enlisting these patriotic volunteers to repel the aggression of the foreigner is undoubtedly a good one, and if carefully worked out and directed by firm discipline and good leadership, it might no doubt be of the very highest utility." But he had no faith in China's military capacity and this was the basis of his advice to his friend to disobey the Edict which commanded him to raise train-bands, "It is indeed" he wrote, "a very gratifying surprise to see any of our people display courage, and to witness their enthusiasm for paying off old scores against the foreigner; but, if inspired by the sight of those brave fellows, we imagine for a moment that the whole Empire is going to follow their example, and that we shall thus be enabled to rid ourselves of the accursed presence of the foreigner, we are very much mistaken and the attempt is doomed." This was typical of the sentiments privately expressed by all Chinese statesmen who were regarded as the friends of the foreigner in 1900. When we hear of anti-foreign agitations threatening another Boxer rising in the North, we ask ourselves whether at heart China has greatly changed in the last ten years? Whatever the answer may be we can feel fairly confident that there will no repetition of the events of 1900. Neglect to take prompt steps to suppress agitations of this kind are no doubt recognised by the Provincial as well as the Imperial Government to be perilous while Japan and Russia maintain in the provinces military forces more than equal to such a situation as arose in 1900, and this fact alone affords an adequate guarantee that the agitation reported from Mukden will quickly fizzle out.

The English mail of the 4th February was delivered in London on the 4th inst.

For making fast to the *Arras* the Appear four sampan owners were at the Magistracy yesterday fined \$15 each.

Capt. F. Learmonth, late in command of H. B. M. S. *Merlin*, arrived at Dairen on the 12th ult., and visited the battle-scenes at Port Arthur on the following day.

At the Magistracy yesterday an Indian watchman in the employ of Messrs. Whiteway, Laidlow & Company was sentenced to one month's imprisonment for stealing goods worth \$15.45 from the premises.

While a heavy gun carriage weighing 13 tons was being unloaded from the *Glamorgan* at Tanjong Pagar dock, Singapore, on the 27th ult., it fell into the sea, but as the chains held it was safely brought to the surface.

It is stated that branches in North Chon-ka province of the Korean Commercial Association have been ordered to dissolve by the police authorities at Kuanan on the ground that the existence of the association is injurious to public peace.

The return of communicable diseases for the week ended March 4th shows eight cases of small-pox, five of which proved fatal. Seven were Chinese, and occurred in the City of Victoria. The eighth, a British case, was imported.

A scheme is reported to be on foot to construct an electric railway connecting Fukien, Mokpo and running along the southern coast of the peninsula. The promoters are a brother of the Premier, Marquis Katsura, and several other well-known businessmen, and the capital of the proposed enterprise will be 20 million yen.

A European named John Williams Power was at the Magistracy yesterday charged with being a vagrant. He was sent to the House of Detention.

A motor accident occurred at Selangor on the 26th ult. in which Mr. Kiddle, of the Hongkong and Shanghai Bank, sustained a broken leg and Mr. Steadman was injured on the head.

At a meeting of the directors of the Wah-wai Land and Building Co., Ltd., it was decided to recommend at the annual general meeting the payment of a dividend of three per cent. for the year ending December 31, 1910.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:

Tai Shing Paper Co. \$25

Thieves of coal from lighters have been very frequent of late, but on Sunday two people were caught by Sergeant Wills with stolen coal in their possession. One, who was in charge of the lighter, was yesterday at the Magistracy sentenced to three weeks' imprisonment.

An unemployed seaman who stole a purse containing \$27 from an Indian soldier in Queen's Road was at the Magistracy yesterday sentenced to twelve months' imprisonment and six hours in the stocks. He was arrested before he got away with his spoil and the money was recovered.

The return of visitors to the City Hall Library and Museum for the week ending the 5th March shows that of non-Chinese there were 437 to the Library and 276 to Museum, and of Chinese 197 to the former and 3,606 to the latter. The Library was, therefore, used by 634 persons and the Museum by 3,882.

The unpopularity of the change carried out in Wanchai whereby the brothels were removed from Ship Street to Cross Street has been marred by stone-throwing by certain disorderly elements. The hawkers have been to blame for the disturbances which have occurred more frequently. Three of their number who were convicted at the Magistracy yesterday of throwing stones at the police were fined \$25 each.

Rear-Admiral Truppel having resigned the post of Governor of Kiaochow, the question of his successor came up in the sitting of the Committee of the Reichstag. The Secretary for the Navy stated that difficulty arose concerning his successor, owing to the fact that the Reichstag last year reduced the salary of the Governor by 20 per cent. A motion that the Governor's salary should be raised to the old amount—namely, £2,500—was defeated by thirteen votes to eleven.

The marriage of Miss Catherine Elizabeth Mary Anderson, younger daughter of his Excellency the Governor of the Straits Settlements, Sir John Anderson, G.C.M.G., and Donald Yerbury Perkins, youngest son of Mr. C. H. Perkins, J.P., of Shetby, Glamorganshire, took place at the Presbyterian Church, Singapore, on Saturday, 25th February, in the presence of a large congregation. The service, which was conducted by the Rev. W. Runciman, was fully chorral. A reception was afterwards held at Government House.

LOCAL SPORT.

BOXING

The V.R.C. gymnasium should prove an attraction this week, for there the gladiators who are to furnish an evening of sport at the City Hall on the 11th instant are preparing for the fray. Stokers Harwood and Clark were at work last night, this evening others are expected to make use of the gymnasium; and on Wednesday and Thursday Marciotti and Heaps will start work with their trainers.

THE FIRST GYMKHANA.

The first meeting of the Hongkong Gymkhana Club for this season will be held at Happy Valley on Saturday, April 15th, weather permitting. The programme, as usual, contains six events, which are as follows:—The Kerry Cup (half-mile flat race); the Gymkhana Stakes (one mile); Tent Pegging in sections of three; Ladies' Nomination (two furlongs flat race); One mile flat race; One and a quarter mile flat race. Entries for all events close on Wednesday, April 5th.

CHINESE HISTORY.

LECTURE BY MR. A. H. HARRIS

Before members of the European branch of the Y.M.C.A. last night, Mr. A. H. Harris, Commissioner at Kowloon of the Imperial Chinese Customs, delivered an interesting lecture on "Chinese History." Mr. Harris touched on the early myth and legend of the history of China from about 2,900 B.C. and on the reputed leading characters of that early period, its emperors Yao, Shun and Yu. He briefly discussed the views held with regard to the authenticity of this history; the views of Professor Parker and those of Dr. Legge, and inclined to the belief that although the accounts were very shadowy still there was a substratum of truth, in contradistinction to Professor Parker, who wiped out all history prior to about 739 B.C.—the date of an authentic eclipse—as unreliable. The speaker referred to a few leading characters in the different dynasties, such as the Satanic Beatiess and the Chinese Catherines, and then sketched the gradual inroads made by the Mongol and Manchurian tribes. Mr. Harris apologised for attempting to give a sketch of Chinese history in an hour's lecture, and thought that a history of the Chinese people with their customs and special characteristics still awaited a Professor T. H. Green to treat of in a connected and interesting manner.

A scheme is reported to be on foot to construct an electric railway connecting Fukien, Mokpo and running along the southern coast of the peninsula. The promoters are a brother of the Premier, Marquis Katsura, and several other well-known businessmen, and the capital of the proposed enterprise will be 20 million yen.

MARINE MAGISTRATE'S COURT.

Monday, March 6th.

BEFORE COMMANDER C. W. BECKWITH,
R.N. (MARINE MAGISTRATE).

DISOBEDIENCE HARBOUR-MASTER'S ORDERS.

Lance-Sergeant Cooper proceeded against the master of waterboat No. 9 for disobeying the lawful orders of the Harbour Master by failing to keep clear of the current-taking boat anchored off the police pier.

Complainant stated that he saw defendant's boat drift broadside on to the current-taking boat, which was marked with a large red flag on a tall mast. There was no reason for the waterboat to drift on to the current-taking boat, as there was nothing in the way. The latter vessel was not damaged.

As there appeared to have been no notice sent to the Waterboat Co., and therefore no special caution given to the coxswain, his Worship dismissed the case, at the same time cautioning the coxswain to keep a better lookout while under weigh, and to give red flags a good berth.

A DANGER TO NAVIGATION.

The same defendant was then charged with being under weigh without a certified coxswain at the wheel.

Sergeant Cooper stated that while defendant's boat was under weigh he blew the recognised police signal for the vessel to stop. When he went alongside the coxswain was in the after part of the boat, and another man in charge of the steering.

His Worship said the practice of allowing the crew to take charge of launches in the harbour was getting a common one. There was no objection to a member of the crew steering under the immediate supervision of the coxswain, provided the latter was immediately alongside and in charge of the navigation. Otherwise, the danger in this crowded harbour was very great. Defendant would be fined \$10, in default, one month's imprisonment.

FLYING WITHOUT A CERTIFIED ENGINEER.

Constable Kennedy summoned the owner of the licensed steam launch *Kwong Fu* for flying without a certified engineer on board.

Complainant stated that when he stopped the *Kwong Fu* and asked for the coxswain and engineer's certificate he was shown one belonging to the engineer of the boat, but that person was ashore, and the launch was in charge of a man without a certificate.

A fine of \$25 was imposed, the alternative being one month's imprisonment with hard labour.

PIRATING A TRADE MARK.

Two Chinese were placed before Mr. Wood on a charge of applying a false trade description to goods. It was alleged that the defendants have been in the habit of gathering partially-smoked cigarettes, extracting the tobacco, drying it in a warming pan and making it up into fresh cigarettes which they enclosed in "Pirate" and "Rosette" packets. Mr. M. J. D. Stephens appeared for the prosecution. The first defendant pleaded guilty, but the second denied the charge.

Mr. Stephens said the defendants had filled Pirate and Rosette packets with tobacco obtained from cigarette ends picked up from the street. The cigarettes were then exposed for sale. This had been done not only by the two defendants but by many others, and the Company had had to take action in order to stop it.

P. C. Wilson spoke to seeing the two defendants on the 27th ult. squatting on an oil cloth in Guntalap Street. They were making cigarettes and putting them into the packets produced. The men had the Pirate and Rosette packet covers in front of them and had also the silver paper and pictures usually found in such cigarettes. He called Mr. Abraham, representing the British-American Tobacco Company, and that gentleman saw what the men were doing.

In answer to his Worship, witness said he had seen men doing this before. He had seen men drying tobacco there in pairs at night. As a matter of fact men were making cigarettes there now. He suggested the prosecution to the Company.

Mr. E. Abraham, an assistant in the British-American Tobacco Company, testified to seeing the defendants putting cigarettes in packets bearing the Pirate and Rosette registered trade marks. One of the defendants when arrested said he was giving away the cigarettes to his friends at a small price. There was no doubt that the cigarettes were offered for sale.

In answer to his Worship, witness said that according to his knowledge this practice had been going on for over a year. No steps had been taken to stop it until now. The cigarettes in the packets produced were not those sold by the Company.

This concluded the case for the prosecution.

The second defendant said he picked up the tobacco from the ground and put it into empty packets for his own use. Defendant and he earned a living by carrying a lamp at a Chinese theatre.

How long have you been picking up these cigarettes?—Since the Races.

Mr. Stephens pointed out that it was not only a case of infringement, but the practice was so insanitary that men using the cigarettes might get all manner of trouble through using tobacco which had been used before. He asked that the extreme penalty might be inflicted as a warning to others.

His Worship, while recognising that defendants had used the trade mark of the Company, said the ignorant coolies had been doing this undisturbed for some time and had practice behind them. He did not propose to inflict the full penalty, reserving that for any future cases, and he sentenced both men to be imprisoned for one month.

CORRESPONDENCE.

CRIME IN HONGKONG.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, 6th March, 1911.

SIR.—

THE MINISTERING CHILDREN'S LEAGUE.

ADDRESS BY LADY LUGARD.

Yesterday afternoon Lady Lugard held a most successful "At Home" at Government House given in aid of the Ministering Children's League to about 140 "Mothers" whom it was hoped to interest in the League. Among those assisting Lady Lugard in this effort were Mrs. Anderson, Mrs. Eyes, Mrs. Bedford, Mrs. Wrigley, Mrs. Chamier, Mrs. Hamilton, Mrs. Jordan, Mrs. Stedman and Miss Spink.

LADY LUGARD addressed the gathering as follows:—Ladies, I have asked you to come here this afternoon that we might have a talk about a children's association called the "Ministering Children's League" which we thought that perhaps some of you might like your children to join. You know perhaps that a branch of the League has existed for some time in Hongkong. Lady May was the President. Before she went away she asked me to take her place, so I am now speaking to you as President of the Hongkong Branch of the "Ministering Children's League". I don't want to make any speech, but I thought that perhaps you would like to know just what the Ministering Children's League is, and the reason why we are asking you if you would like your children to join it. I dare say you have most of you heard of the "Boy Scout" movement in England. Well, the Ministering Children's League was organised something on the lines of the Boy Scout movement, only to include girls as well as boys, with the idea that children may, from the beginning of their lives, learn to be what the name of the League indicates—"ministering", that is serving or helpful people. The Ministering Children's League was started in London by Lady Meath about 25 years ago. It was first of all a League for the children of the rich, and the idea was to teach them to be charitable and kind to the children of the poor, and to try even while they were in their nurseries to do something to make the lives of those who were poorer than themselves a little happier. The rule of the society was that every child who joined it should try to do at least one kind thing every day. With this idea the Ministering Children's League became part of a good nursery education for those whose happy circumstances permitted their parents and guardians to give time and thought to their careful teaching. The League was a League for what we may call the high-minded, good-hearted rich. Good mothers in the great world liked to have their children join it. The Princess of Wales, who is now our Queen Mary—herself a good mother, who takes a great interest in the careful upbringing of her children—became the patroness of the League. The smart little children of London who joined the League met in working parties. Their work was sold at bazaars and elsewhere, and the money that was made was given to charities, so that children were able to feel that they really were doing something to help those who were less well off than themselves. Sometimes they gave to existing charities. Sometimes new charities were started and maintained. Among the special charities started and maintained by the Ministering Children's League are some pretty homes at a place called Ottershaw, in Surrey, where children who are entirely destitute are taken care of. Lately a pretty cottage at the seaside has been added to the Ottershaw Homes, so that destitute children who are delicate can get change. This is all kept up by the Ministering Children's League. And the custom has been for all the branches of the League to send something to that Central Home, while the rest of what they make has been given to local charities. It was good for the rich children of London to be able to do these things. The kindness that they learnt probably did more to form their characters than a great deal of French and German. Still, at first the League was a League for the rich, who already have by the nature of things many advantages of education. Very soon it came to be felt that this ought not to be a League only for the rich. Rich mothers meant kindly when they wished their children to join it. But poor mothers have just as good reason as the rich to know the value of kindness in this world, and just as good, if not better reason to want their children to have any training that may come of trying to help one another. So the League widened in every direction. It ceased to be a League for the kind-hearted rich. It became a League of all kind hearts, rich and poor, who want to make the world a little better than they found it. And kind hearts of all classes, joined together, have carried the League over the whole English world. It used to be only in London. Now there are hundreds of branches scattered throughout the Empire. I hear some as far off as New Zealand, and I am speaking to you as President of the branch which has been established in Hongkong. Here, as in other parts of the world, the custom has been followed with my money made by the children's work to give a little subscription to the Central Home of the League in Surrey, and to give all the rest to help local charities. I will read you a list of the charities which were helped in Hongkong last year by the Ministering Children's League.

There were given to the following Charities: C. M. S. Victoria Home and Orphanage Kowloon \$450 Blenheim Mission 450 Baxter Mission Schools 158 Italian Convent (proceeds of a special sale) 217 French Convent 75 Diocesan Girls' School 75 Boys' Foundling Home 75 I. M. S. Training Home for Girls 75 Besides these sums distributed locally there were sent to the M. C. L. Homes at Ottershaw, Surrey 175 In all \$1,750

All these charities which are, as you see, mostly to help children who have been left without natural helpers in the world, have been encouraged and helped by the Ministering Children of Hongkong. It only shows children can do a great deal if each one does a little, and when that is multiplied 200 times it amounts to a good deal. But though it is interesting to know how much money the children made by their work last year, I am sure you will all agree with me that it is not the money which is made and given away which is the most important part of the work of the League. The most important part of the work of the League is the effect which we hope it may have in helping to form the characters of the children who join it, and in making them think while they are young of the value of kindness and of the difference it makes in the world if every one tries to do what they can for others. I have sometimes thought when I walked through a London slum, dirty and horrible as you know slums can be, that if every single person living in the slum were perfectly good, if every woman were sweet and kind, industrious and clean, a good wife, a good mother, if every man were sober, steady, hard-working, good to his wife, kind to his children, if every child were good tempered, obedient, helpful, if there were no swearing, no drinking, no dirty, untidy ways, nothing wrong in fact that is now wrong, the slum would cease to be a slum. It would be quite a pleasant, happy place in which to live.

He was appointed acting superintendent of the Civil Hospital on the 16th February, 1910; in July of the same year he was promoted assistant superintendent. In April, 1883, he was given the charge of the Lock Hospital, and from July to September of the same year he was in charge of the Cholera Hospital at Stone-cutter's Island. In December, 1885, he was in charge of the Small-pox Hospital. In September, 1887, he was superintendent of the Victoria Gaol hospital. During that year he fell ill and was confined in the Civil Hospital suffering from an acute attack of peritonitis, and had a narrow escape of death. Most of his professional career he had served with courage and energy amongst infectious patients.

Dr. Marques was eulogised in the Governor's Despatch No. 1220 of the 20th June, 1883, to the then Colonial surgeon, Dr. Ayres, for his gallant and valuable services rendered on the occasion of the death of the head nurse of the Cholera Quarantine Station.

His charity towards the poor made his name renowned, and he was nicknamed the "Father of the poor and the destitute".

He was ready for any call and spared no sacrifice and time to alleviate the sufferers.

His philanthropic deeds are too numerous to be mentioned.

During his permanent stay in Macao, since being pensioned off by the British Government, he was thrice in charge of the Municipal Medical Station, twice during the plague epidemic, and once when cholera made havoc in that city and its suburbs.

His voluntary and gratuitous services were duly recognised by the Portuguese Government, and when remuneration was offered to him, he replied: "Give it to the poor".

He was a member of various literary and scientific societies, including the Geographical Society of Lisbon, since 1890, and this Society he made a presentation of a special collection of articles from the Far East, which constituted a distinct section denominated: "Sala de Lourenço Pereira Marques, member of the Royal College of Physicians and Licentiates at the Royal College of Surgeons in Ireland, 1881; member of the Academia Franco-Hispano-Portuguesa de Tolosa, 1889; member of the General Academy of Medicine at Dublin, a Licentiate in Nescionium Particularium Coimbra, 1880; a Licentiate in Midwifery, I.R.C.S.I. of the King and Queen's College of Physicians of Ireland, &c., 1877."

For the valuable services he rendered to the Colony of Macao he was decorated by the Lisbon Government with the Knighthood of the Order of Christ, and subsequently with that of Chevalier of the Distinguished Order of "Torre e Espada" for valour and merit.

On the 10th June, 1880, he took an active part in the celebration in Hongkong of the tercentenary of the distinguished Portuguese poet Camões. It was his late father who ordered from Lisbon the magnificent bronze bust of the poet which is installed in the Macao grotto, the celebrated work of the well-known Portuguese artist, Mr. Bordalo Pinheiro.

About the end of the year 1895 he retired from the Hongkong Civil Service on pension and went to reside in Macao with his parents.

On the day of his departure, Sunday, 2nd August 1895, from this Colony, his many friends and admirers specially chartered the steamer *Homay* for the purpose of accompanying him to his motherland.

The steamer was fully occupied and a band played during the voyage.

On this occasion he was presented with an illuminated address, enclosed in a rich album, containing about 950 signatures on parchment, in which a vigorous protest was expressed against the decision of the local Government requiring him to relinquish the post he had occupied so faithfully at the Government Civil Hospital and retire on a pension.

A large gathering had also assembled at an extraordinary meeting held in the Club Lisboano on the 25th August, 1895, and subsequently on the eve of his departure, at which an enthusiastic manifestation was made by his compatriots and many foreign friends.

The India and Chinese Communities also demonstrated their esteem by attending in large numbers to bid adieu to the Doctor, and a good many of them went up to Macao on the steamer with him.

While in Macao, hearing that a surgeon was

badly wanted for an emigrant-steamer to Mexico,

he came over and joined the ship, and, again, on another occasion, he took a trip for a change, being then in failing health; but this time the change did him no good. Since then he had remained in Macao. One of his last generous deeds was the throwing open of his residence to the revolutionaries during the revolt of the 29th November last. He was widely known as the benefactor of the poor and afflicted, and was a truly charitable man. He bequeathed in his last will, executed this year, his splendid library to the Club of Macao; most of the costly books are of a literary or scientific nature and are by famous authors, and there is a good collection of works on religious questions. He appointed his only surviving brother, Mr. Francisco Pereira Marques, to take charge of the library, and a special section has been reserved at the Club for this particular library, designated as the "Livraria do Doctor Lourenço Pereira Marques".

The news of his death will be received with the deepest regret by his friends, whose name is legion. Requiescat in pace! —A.

DEATH OF DR. L. PEREIRA MARQUES.

The announcement of the death at Macao, of Dr. Marques, who was for many years a Civil servant of the Hongkong Government, will be received by numerous friends with the deepest regret. The deceased lived for over 16 years in this Colony and was much respected and esteemed by all sections of the community. He breathed his last in his residence, Largo da Camoes, on the 5th inst., at 9.45 p.m. His funeral will take place at Macao to day at 5 p.m.

The late Dr. Marques was born in Macao in the 27th October, 1852, and was the eldest son of Commandador Lourenço Marques and Lady Maria Anna Josepha Pereira Marques. He was educated in St. Joseph's College, Macao, under the Jesuit Fathers, who retired from that Colony, in 1877, by decree of the Lisbon Government. Young Marques went to Lisbon in the same year and joined the Campolide College as a boarder. From there he went to Dublin and matriculated at the King and Queen's College of Physicians in 1873. He made rapid progress in his studies, and as soon as he had obtained his diploma of physician and surgeon in 1878 he returned to China. From Macao he came over to Hongkong and practised his profession till 1885. Within this period he occupied several important positions in the Hongkong Civil Service.

Captain Bischoff, of the Inland Sea Pilots' Association, who was in charge of the P.M. steamer *Siberia* when she collided with the *Tomashima-maru*, has had his licence for the Inland Sea, Tokyo Bay, and Nagasaki harbour suspended, while Captain Sumiya, of the *Tomashima-maru*, was exonerated from all blame. The finding was signed by Judge Ishikawa and two Assessors. This collision, in getting Imperial consent to this, hitherto unheard of, plan of disposal of the infected dead in China, but we are making history in China, and for that I am grateful.

Dr. Tek received his medical training in the University of Cambridge, England. He has had quite a large practice for a few years past at Peking and was called to service in Peking by the Chinese Government about a year ago.

SHIPPING NOTES.

The ste. *Lyskolt* arrived at Shanghai last week in a disabled condition, having been towed to Woosung from Tsingtau by the H. A. L. str. *Admiral Von Tippit*. The *Lyskolt*'s engines became disabled up north and has been towed to Shanghai for repairs.

The Indo-China str. *Wingsang* arrived at Shanghai last week from Hongkong and reported sighting the Chinese steamer *Kiang-ching* at anchor between Bassett and Waring Rocks, with her main shaft broken in the tube. The *Kiang-ching* is owned by the Tung-keo Co. and has been engaged in the Southern trade. When the *Wingsang* sighted the disabled vessel, Captain Leishman bore down on her and offered to tow him to port, but the offer was refused. The rocks mentioned are close to the White Dogs, just to the northward of the entrance to the Hainan Straits. The position of the vessel, the *Shanghai Times* says, is a dangerous one, as with the prevailing winds she is liable to drag or snap her cables and to drift ashore. Captain Rounell of the str. *Wingsang* from Swatow reported that on the 26th ult. at 4.40 p.m. he signalled the disabled steamer *Kiang-ching*, which was off the Waring Rocks, in Lat. 25.43 N and Long. 119, 53 E, the vessel reporting her main shaft broken in the stern tube.

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THE PLAGUE.

LETTER FROM DR. WU.

Dr. Wu Lien Tek, a Chinese Doctor of Medicine, well known in Foochow, and who married a young lady graduate from Tai Mau, a daughter of Mr. Wong Na-tong, a Member of the Provincial Parliament of Fokien at Foochow, who is also very well known, was appointed some time ago as Head of the Chinese Plague Commission at Harbin, Manchuria. In a letter to his father-in-law, received a few days ago, says the *Foochow Echo*, he says:

"The Commission now consists of 60 doctors, and assistants, 700 cooks, 1,000 soldiers, and over 1,000 policemen. Since the Chinese New Year there has been a decided change for the better. The men are working splendidly and more systematically than they have hitherto done.

The cold and the barrenness of the place have added greatly to the difficulties of our work, but little by little we are controlling the epidemic, and I trust by the end of March we shall be able to say the epidemic has for the greater part been stamped out."

"Think of 2,500 bodies being burnt in one day! I am glad I have been able to succeed in getting Imperial consent to this, hitherto unheard of, plan of disposal of the infected dead in China, but we are making history in China, and for that I am grateful."

Dr. Tek received his medical training in the University of Cambridge, England. He has had quite a large practice for a few years past at Peking and was called to service in Peking by the Chinese Government about a year ago.

INTIMATIONS

COULD NOT REST FOR INTENSE ITCHING

Sore Places on Arms. Scabs Formed then Came Off, Leaving a Raw Spot. Tried Cuticura Ointment One Night. Next Morning Skin Smooth. Cured by Cuticura Remedies.

"About two years ago, sore places began to come on my little boy's arms. They looked just like the scabs left after a scald. A soap would form on top of the sore spots and then come off. Leaving a raw spot underneath, which I could not get rid of. I tried various remedies, but nothing helped any better. The poor child could not rest for the pain. I took him to the doctor who said he had eczema. He said he would take a long time to cure it. The doctor said the fees would be too dear for me. Then I tried a little Cuticura Ointment. An ointment you put on, which relieved the itching pain and he had the first sound sleep he had had for a week. Next morning the skin was smooth. I washed the soap off and the ointment was still there. I washed it off again and the skin was now all underneath, which was the case when I left it a few place.

When I tried Cuticura Ointment I was much surprised to find the roughness gone and the skin felt smooth. After I had used the second lot of Cuticura Ointment he was cured. His skin is now smooth and cannot tell you how thankful I am. Cuticura Remedies did for my baby." (Signed) Mrs. L. M. Griffiths, 108, Radford, Nottingham, England, May 22, 1910.

Cuticura Remedies are throughout the world.

Depot: London, 27, Chancery Lane, W.C. U.S.A.: So. Africa: Lemon, Ltd., Chancery Lane, E.C. U.S.A.: Australia: & Chem. Corp., Sole Proprietor. Post-free. Cuticura Ointment on the skin.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12. Telegraphic Address: PRESS CODES: A.B.C. 5th Ed. Lieber's.

NEW ADVERTISEMENTS

THE INSTITUTION OF ENGINEERS & SHIPBUILDERS OF HONGKONG.

THE ANNUAL GENERAL MEETING will be held in the Rooms TO-MORROW (WEDNESDAY), the 8th March, at 9 P.M. Hongkong, 7th March, 1911. [418]

SOCIETÀ ANONIMA NAZIONALE DI SERVIZI MARITTIMI S.p.A. IN ROMA.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG. Having connection with Company's Main Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMEIDA and MALAGA.

THE Steamship "CAPRI" Captain Moresco, will be despatched as above on MONDAY, the 13th inst., at NOON. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents, Hongkong, 7th March, 1911. [414]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship "MARMORA" Captain G. H. C. Weston, R.N.R., carrying His Majesty's Mail, will be despatched from the London direct via Bombay, &c., on SATURDAY, the 18th March, 1911, at NOON, taking passenger for the above ports.

Silk and Valuables, all cargo for France and London will be taken in by this mail steamer without transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The content and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 7th March, 1911. [411]

HONGKONG TO BOSTON & NEW YORK.



AMERICAN ASIATIC S.S. CO. FOR BOSTON, NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to call at the Malabar Coast.)

LOWTHER, { On or about 22nd CASTLE, { March. For freight and further information apply to SHEWAN, TOMES & Co., General Agents, Hongkong, 7th March, 1911. [419]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "AREATOON APCAR" having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 7th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd., Agents, Hongkong, 6th March, 1911. [398]

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Steamship "GLAMORGANSHIRE" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence, and/or from the wharves delivery may be obtained.

Goods not cleared by the 12th inst., will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined on SUNDAY, 12th inst., at 10 A.M. Claims against the Steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 6th March, 1911. [420]

PUBLIC COMPANIES

THE KOWLOON LAND & BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SECOND ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Offices Victoria Buildings, TO-MORROW (WEDNESDAY), the 8th March, 1911, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1910.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, the 3rd March, to WEDNESDAY, the 8th March, 1911 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELLHOOPER, Secretary to THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LTD.

Agents for THE KOWLOON LAND & BUILDING CO. LTD. Hongkong, 25th February, 1911. [375]

THE CHINA FIRE INSURANCE COMPANY, LTD.

THE FORTY-SECOND MEETING of SHAREHOLDERS in the Company will be held at the Company's Offices, No. 3, Queen's Road, Central, Victoria, on THURSDAY, the 9th March, 1911, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ending 31st December, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from 24th February to 9th March, both days inclusive.

By Order of the Board of Directors, C. PEMBERTON, Secretary, Hongkong, 17th February, 1911. [335]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-SECOND ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned at 12 o'clock (Noon), on FRIDAY, the 10th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th inst. to the 10th March, both days inclusive.

JARDINE, MATHESON & Co., LTD., General Managers, HONGKONG FIRE INSURANCE CO., LTD. Hongkong, 20th February, 1911. [346]

CHINA SUGAR REFINING CO., LTD.

NOTICE.

THE THIRTY-THIRD ORDINARY ANNUAL MEETING of the SHAREHOLDERS in the above Company will be held at the Office of the General Agents, Pedder's Street, on THURSDAY, the 16th March, at 12.30 P.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to 16th March, both days inclusive.

JARDINE, MATHESON & Co., LTD., General Agents, Hongkong, 24th February, 1911. [368]

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on THURSDAY, the 16th March, at 12.30 P.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to 16th March, both days inclusive.

JARDINE, MATHESON & Co., LTD., General Agents, Hongkong, 24th February, 1911. [369]

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "Sportsman," reproduced in book form.

PRICE ONE DOLLAR. Hongkong, 29th October, 1910.

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA OCHI, MUTABE, HOJO, KANADA, NAMAZU, SAYA, SHINNEW and KAMIYAMADA, Collieries.

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HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KORE, OSAKA, SHANGHAI, HONGKONG, HANKOW. Cable address for above, "IWASAKI" Codes, A1, ABC, 5th Ed., Western Union

AGENCIES:—YOKOHAMA: M. ARADA, Esq. CHINCHIANG: Messrs. GEARING & Co. MANILA: Messrs. MACDONALD & Co. SINGAPORE: Messrs. BORNEO & Co., LTD. For Particulars apply to H. OISHI, Manager, No. 2, Peader, Street, Hongkong, 14th February, 1911. [374]

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE TWENTY-FIFTH YEARLY GENERAL MEETING of the HONGKONG CLUB will be held in the Club House, on TUESDAY, the 14th March, 1911, at 5.15 P.M.

By Order, JAMES CRAIK, Secretary, Hongkong, 6th March, 1911. [412]

HONGKONG CLUB.

NOTICE.

THE NINETEENTH HALF-YEARLY DRAWING of SIXTY-FIVE DEBENTURES (1916 issue) of the HONGKONG CLUB, Payable on FRIDAY, the 31st March, 1911, will be held at the Club House at 11 o'clock A.M. on FRIDAY, the 17th March, 1911.

Bearers of Debentures are invited to attend the drawing. By Order, JAMES CRAIK, Secretary, Hongkong, 2nd March, 1911. [399]

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the HONGKONG HOTEL, on SATURDAY, 25th March, at 8 o'clock P.M.

Members and Devonians wishing to attend are requested to send their names to M. S. NORTHCOTE, Hon. Secretary, Hongkong, 3rd March, 1911. [403]

TO WHOLESALE DRUG HOUSES.

A Leading Manufacturing Firm of Surgical India-Rubber Goods is desirous of entering into an arrangement with a Wholesale Drug House who will Stock and make a supply of their Goods on a commission basis. Apply, stating full particulars "Box No. 43," Street's, 30, Corhill, London, England. [409]

NOTICE.

WE HAVE This Day authorized Mr. HANS SCHOENHERR to Sign our Firm's name per Procurator.

CARLOWITZ & Co. Hongkong and China, 1st March, 1911. [389]

HONGKONG CLUB.

NOTICE.

I, the Undersigned, have This Day acquired the Business of the BALTIMORE HOTEL and appointed Mrs. R. WHITE as Manageress thereof until further notice. I shall not, however, be responsible for any Debt contracted by her or any one else in any employment without my consent in writing.

Dated this 14th day of February, 1911. 400] LI SING.

GOVERNMENT OF THE PHILIPPINE ISLANDS.

DEPARTMENT OF COMMERCE AND POLICE.

BUREAU OF NAVIGATION.

MANILA, P.I.

February 9, 1911.

1. The BUREAU of NAVIGATION offers for Sale at Engineer Island, Manila, P.I., the following Launches:

(a) The GEO. TILLY, a river and harbor launch, 72 feet 6 inches over all, beam 15 feet, draft 6 feet, engine vertical inverted compound condensing, size 8" by 16" stroke, slide valves, Stephenson link motion, hand reversing gear, surface condenser, circulating air, bilge and feed pumps attached; also independent donkey pump in engine room; new Scotch marine boiler installed in August, 1910, 6 feet diameter and 8 feet long.

(b) The CUYO, a centerboard sloop, 60 feet over all, beam 14 feet, draft 6 feet. Engines are vertical inverted compound condensing type, size 9" by 18" by 14" stroke, slide valves, hand reversing gear, Stephenson link motion, surface condenser, circulating air, bilge and feed pumps attached; also independent donkey pump in engine room; new Scotch marine boiler installed in August, 1910, 6 feet diameter and 8 feet depth of hold.

(d) The CAPTAIN FISHER, a centerboard ketch, length over all 62 feet, beam 16 feet, depth of hold 9 feet, main mast 56 feet by 10 inches diameter, jigger 44 feet by 8 inches diameter, main boom 24 feet, 6 inches diameter, main graff 24 feet by 5 inches diameter, jigger 20 feet by 5 inches diameter, bowsprit 16 feet long, frame, keel, stempost, centerboard and well of native hard wood, planking of Oregon pine sheathed with copper.

(e) The JERVOY, a centerboard sloop, 17.61 tons, 1505 net, 46 feet long, beam 13 feet 4 inches, depth of hold 6 feet.

(f) The CAPTAIN FISHER, a centerboard ketch, length over all 62 feet, beam 16 feet, depth of hold 9 feet, main mast 56 feet by 10 inches diameter, jigger 44 feet by 8 inches diameter, main boom 24 feet, 6 inches diameter, main graff 24 feet by 5 inches diameter, jigger 20 feet by 5 inches diameter, bowsprit 16 feet long, frame, keel, stempost, centerboard and well of native hard wood, planking of Oregon pine sheathed with copper.

Sealed bids will be received up to and including March 10th, 1911, and will be publicly opened at 3.00 P.M. on that date at the office of the Director of Navigation, Engineer Island. The right is reserved to reject any or all bids. Proposals in each case must be accompanied by cash or a certified cheque for 10 per cent. of the price offered. Full payment of the amount bid will be required from the successful bidder within five (5) days after acceptance of the offer, or upon delivery of the vessel, which must be within five days of acceptance.

3. Bids may be made for single vessels, for the entire lot, or for both.

4. These vessels may be inspected at Engineer Island, Manila.

5. Further information will be given upon application to the undersigned.

S. H. BARLOW, Acting Director of Navigation.

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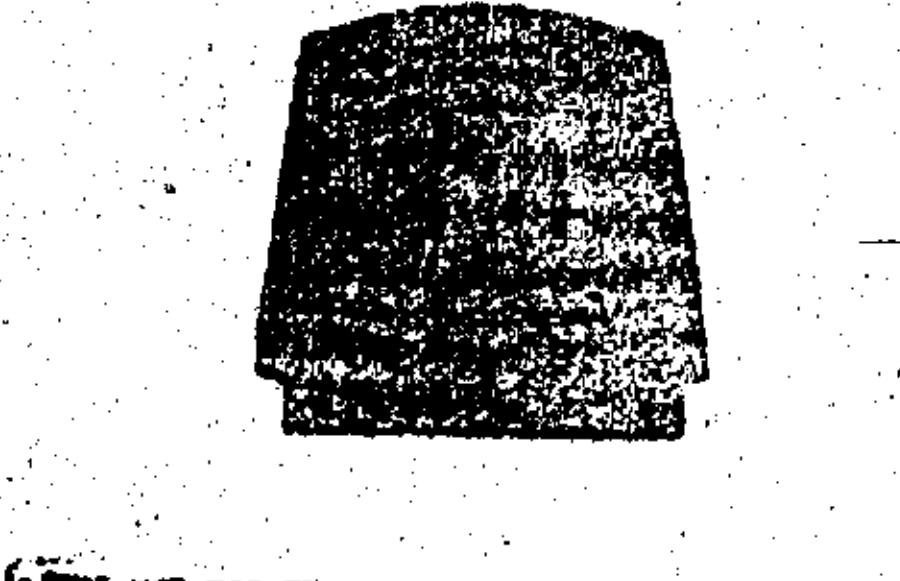
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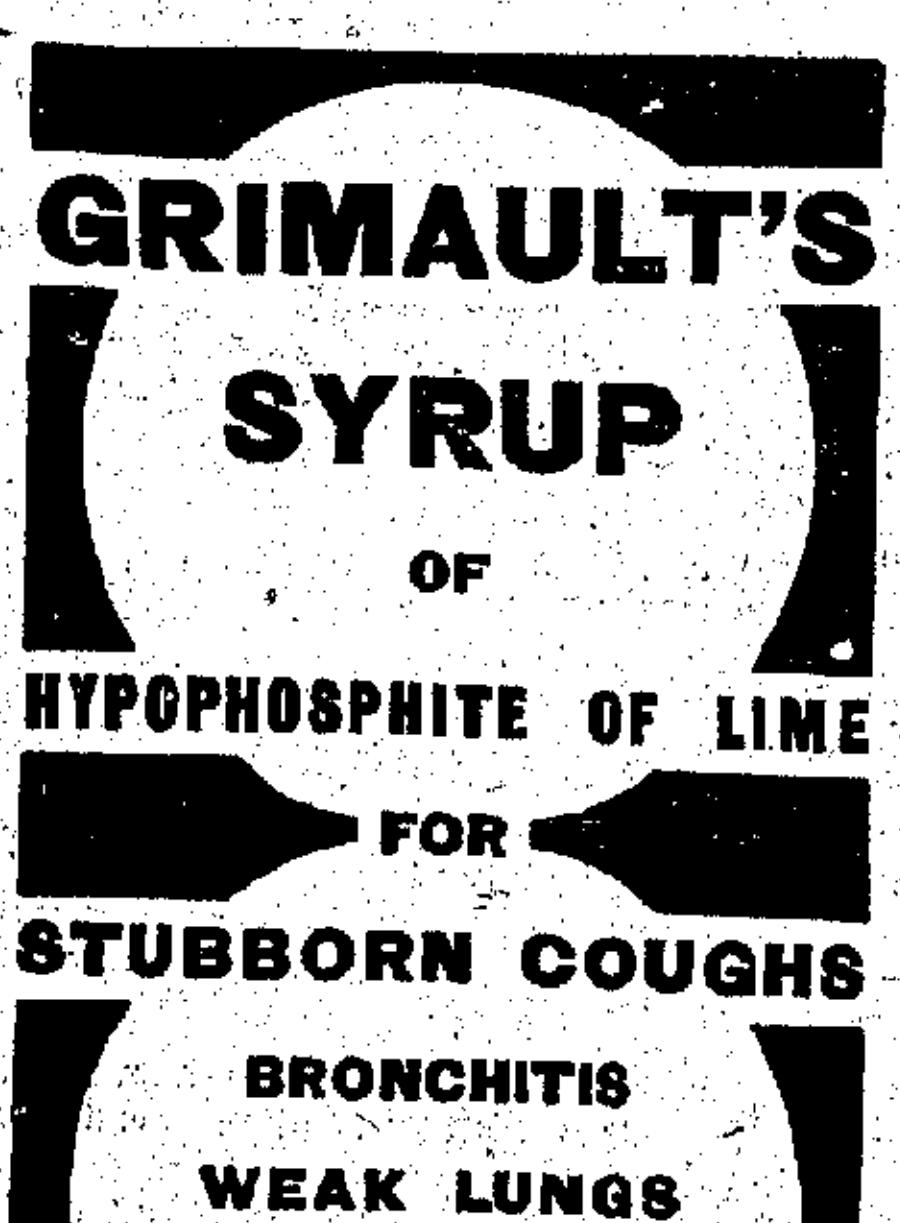
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Dr. H. H. W. Hart, Hapur Remount Depot, Babubagh, United Provinces, India, writes: "I have much pleasure in certifying to the value of Sanatogen in cases of Dysentery and other exhausting diseases. I have used it regularly in my practice for the past two years, and in no single instance have I been disappointed with its results. I can honestly affirm that many of the worst cases owed their recovery to Sanatogen."

An exceedingly interesting pamphlet, entitled "How to keep well in Tropical Climates," which contains further information on this subject, and on others of vital importance to all residents in China, will be sent, free, to all mentioning "The HONGKONG DAILY PRESS," on application to A. S. WATSON & CO., Hongkong, from whom Sanatogen may be purchased.

Sanatogen may also be obtained of all high-class Chemists.

105-357

THE
DANGERS OF DYSENTERY.

HOW TO OVERCOME THEM.

Next to Malaria, there is no doubt that Dysentery is the most potent source of anxiety to the resident in China. There is no need to dilate on its symptoms, or the intense pain it causes, for these things are among everyone's commonest experiences.

Even when the disease is accurately defined, and there is not the slightest suspicion to assume, as Sir Joseph Fayrer, in his book on "Preservation of Health in India," says: "Diarrhoea sometimes means incipient cholera," it is, nevertheless, imperative to be on one's guard, and, after arresting the progress of the disease, to build up the strength so as to enable the patient to withstand the ravages made by the complaint, and to safeguard him against return. This is particularly the case with children, for, as the physician who wrote the well-known little book, "How to Keep Well in India," remarks: "All diarrhoeal ailments require very special care in all tropical climates. Apparently simple at their commencement, they may reduce a child within an ace of death within less than twenty-four hours, and, if it survives may stult its growth even for years."

Naturally, no ordinary individual would dream of treating such cases himself, and all sufferers from Dysentery seek the advice of their physician. He invariably follows the routine treatment laid down by Sir Joseph Fayrer of prescribing ipecacuanha, followed by Dover's powder and iquinine, with perfect rest in bed, slop diet, coupled with the arresting of any sudden relaxation of the bowels by astringents, combined with a few drops of laudanum. Eventually, time comes when it is necessary to begin building up the strength and getting the vital forces which have been reduced to a low level to burn with their normal brightness and reviving warmth.

For this purpose, what is essentially needed is a preparation which will supply the weakened digestive organs with food they can easily deal with, rapidly assimilate, and so transmute into new tissue, while, at the same time, it specially feeds the brain and nervous system, which have been depleted of their life-giving and energising phosphorus. Many combinations have been tried to achieve this object. Only late years, however, has science succeeded in discovering a preparation which does this in an absolutely thorough, complete, and successful manner. It has achieved this desideratum by combining the body-building element of pure milk with glycero-phosphate of sodium, the form in which phosphorus is found in the brain and nervous system.

Given separately, these substances would soon destroy even strong digestive organs and produce dyspepsia. When they are chemically combined, however, they aid the digestion in a very marked manner, and, acting both on the nervous and physical side of the body at the same time, they rapidly restore the individual to complete health and strength.

The preparation made this way is Sanatogen, which is universally recognised by the medical profession as the most revitalising and the greatest reconstituent substance in the world. It has received the written endorsement of over 13,000 doctors, including ten physicians to crowned heads of Europe, and it is commonly spoken of as "the tonic-food with lasting effects," for the reason that, unlike other tonics, the results it produces do not depart when it has been left off. Indeed, doctors have shown by innumerable cases that it has the remarkable power of putting the body into such a condition that the vital processes can go normally without the aid of further medicine, a matter of no little importance to the individual.

Not only does Sanatogen supply the body with a substance which is all food with no waste, so that the lost tissues are rapidly restored while the nervous system is revitalised and the lassitude incident to Dysentery completely banished, but it also exerts so profound an impression on the blood-making organs, that it stimulates them to remarkable activity.

Thousands of letters have been received from doctors as well as from patients testifying to the beneficial effects of Sanatogen in Dysentery. From among them the following may be quoted:

Dr. H. H. W. Hart, Hapur Remount Depot, Babubagh, United Provinces, India, writes: "I have much pleasure in certifying to the value of Sanatogen in cases of Dysentery and other exhausting diseases. I have used it regularly in my practice for the past two years, and in no single instance have I been disappointed with its results. I can honestly affirm that many of the worst cases owed their recovery to Sanatogen."

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105-357

GAY BERLIN.

[BY THE BERLIN CORRESPONDENT OF "THE DAILY MAIL"]

Those in search of fun and excitement have hitherto turned to Paris by inherited tradition. But recently certain Englishmen who have ventured off the beaten track have discovered that the map of Europe, which has been changed in Berlin before, has undergone yet another alteration. They find that the laurels Paris has hitherto worn have now passed to Berlin, and they agree that in all that goes to make a great city attractive to the pleasure-seeker the Berlin of to-day has irresistible charm.

The new Berlin which draws the acknowledgement is the creation of three years. It suffers, like so many other German achievements, from imitativeness and extravagance, but there is real quality and good taste in plenty. The renovation dates from the arrival of the "luxury era" of 1907 and 1908, with its series of hotels of the like which took London, New York, and Paris hostilities as their models and improved them on the occasion.

The new Berlin is equipped with a Diesel motor, built by way of experiment, to the order of the Royal Dutch Petroleum Co., the Shell Transport and Trading Co., and the Nederlandsche Scheepsbouw Maatschappij at Amsterdam, recently undertaken her trial trip in the North Sea Canal. This being the first time that a motor of this kind has been used for the propelling of sea-going vessels much interest was taken in the trials, and representatives of the British and Dutch Navies and shipping yards were among those present on the occasion.

The *Vulcanus* is equipped with a four-cylinder Diesel engine, having six single-working cylinders, and fed with crude Tarakan oil.

When running at full speed the engine makes 180 revolutions a minute, but these can be reduced to 60. The great advantage, however, of this system is that the motor can turn forward and back, without connecting of the shaft.

Besides this, the mode of propelling is very economical, both as regards fuel and hands employed. Firemen are no longer required. The engine-room staff of the *Vulcanus* consists of four men and the whole crew does not exceed 12 men.

The vessel, which is 196 feet long and 37 feet wide, runs 82 miles per hour (contract speed: eight miles), whilst at her greatest speed the forward movement can be changed into a backward movement in twos. She can load 1,000 tons of benzine in bulk on a draught of eleven feet. It goes without saying that for such an extremely dangerous cargo all possible safety devices have been applied. The tanks remain hermetically closed during loading and discharge and the supply of air and the removal of gases are done 30 feet above deck.

The vessel is intended for the trade on the coast in the Dutch East Indies to carry benzine in bulk between the producing centres of the owners. For the present, however, she will not go to the Indies, but will be used for the transport of benzine in Europe between the storage places at the North Sea and East Sea.

If the trial with this vessel proves satisfactory it is intended to gradually equip the entire fleet of the two companies in this way.

Mr. H. W. A. Deterding, general manager of the Combined Dutch and British Companies, in proposing the health of the builders, said he wished to emphasise the fact that no brains, no time, no money had been spared in making the vessel as near a perfect success as possible. In that respect he thought they deserved not only the gratitude of the owners, but also the gratitude of everybody who was interested in the forthcoming enormous change, or, rather, in the revolution of the propelling of vessels. The builders were the first who had succeeded in building not only the first ocean-going tank vessel propelled by a Diesel engine, but the first vessel with a real marine engine. The Diesel motor was not an invention of recent years, but until the Nederlandsche Scheepsbouw Maatschappij took the matter up no real marine engine for vessels such as the present had been built.

Not only did the builders deserve the thanks of the owners for what they had done, but they deserved the thanks of all those interested in that new departure of ship-propelling. If that first attempt, by giving it less thought, less care, less time, less money, had had a failure, it could hardly be doubted in any commercial mind that, necessarily, the bright future of the Diesel engine, of the marine engine, would have been, if not permanently, anyhow temporarily retarded.

He thought, within a very few weeks after that beautiful little ship had had some further ocean-going experience—and they were absolutely certain that that they thought of it that day was not due to too much optimism—they would, thanks to their enormously developing trade, which was daily extending, take at once into consideration the construction of some more vessels of a somewhat bigger type. He did not doubt that the ship-builders in that region, of whom he believed there were many, would like the tender for the order given out at that very moment; but although he would be very anxious to oblige them, he had the faint of the Dutch, of being careful and looking out well before starting. No doubt the present thought of the saying that the fault of the Dutch was another one; but he did not think that they had ever experienced the real meaning of the saying that they were giving too little and asking too much referred to money.

The builders had proved that when they constructed a vessel for which they had not asked too much money, but for which they had asked, perhaps, too much from all their employees connected with the building of the vessel, in time and study, and they had given too little attention to the question of the price. And to further prove the incorrect interpretation of the proverb, they could rely on it that when they entrust it to builders the construction of the next vessel they intended, thanks to their great prosperity, notwithstanding the present competition (oil war, or whatever these things might be called), certainly not to give them too little, and, by asking them to make of the ship as great a success, and even a greater success, than the present, they were not asking too much because delivering unthorough work was not a fault of the Dutch.

THE GREAT CAFES.

The hotels and restaurants are many in Berlin, cafes—by which are understood coffee-houses as distinguished from ordinary eating-places—are simply countless. Unter den Linden and Friedrichstrasse are lined with them. Some of the finest are in the residential region, far away from the business district. New ones seem to spring up almost from day to day; each is more sumptuous and spacious than the other, and contrives by some strange elasticity of the law of supply and demand to prosper from the very first. Day and night, particularly in the small hours between midnight and dawn, these cafes present animated pictures of *Gemüthlichkeit*—an array of marble-topped tables, an air impenetrable with tobacco smoke, while diligent hands manufacture *Stimmen* with inspiring marches and operetta melodies. No other capital in the world contains so many, so enormous, or so gorgeous cafes as Berlin.

Real "night life" is provided by the dance halls, night resorts, bars, and cabarets which have converted "down town" Berlin into a magnified Montmartre. They grow more numerous, more expensive, and more gaudy almost from hour to hour. It is these establishments which are withdrawing the traveller from his old-time loyalty to Paris as a pleasure capital. The newest and greatest of these, the *Palais de Danse*, is a sumptuous place, a riot of Oriental colour and ornament enhanced by wonderful lighting effects from a glass ceiling which radiates electric suns in varying shades. Tapestries walls surround a circular ballroom, flanked by a dining and dancing terrace, where from midnight until 3 a.m. the still unfaded flowers of the Berlin half-world, in silks and satins of latest Parisian mode, sip French champagne with German cavaliers to the accompaniment of Viennese waltz music. Meantime, the dancing floor is always crowded, and the night wears merrily on until the throng adjourns next door to "La Mocotte," where "supper" is eaten with more revelry and more champagne. Home-going time arrives at five or six o'clock.

THE DANCING HALLS.

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105-357

THE COMING REVOLUTION
IN SHIPS.AN OCEAN SEA-GOING MOTOR
OIL-TANKER.

A tank vessel, propelled by a Diesel motor, built by way of experiment, to the order of the Royal Dutch Petroleum Co., the Shell Transport and Trading Co., and the Nederlandsche Scheepsbouw Maatschappij at Amsterdam, recently undertaken her trial trip in the North Sea Canal. This being the first time that a motor of this kind has been used for the propelling of sea-going vessels much interest was taken in the trials, and representatives of the British and Dutch Navies and shipping yards were among those present on the occasion.

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France—Tientsin, 1858; Convention, 1860; Tientsin, 1865; Conventions, 1866, 1867 and 1868; Frontier Trade Regulations.

United States—Tientsin, 1858; Additional, 1868; Peking, 1880; Immigration, 1894; Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1880; Kiao-chou Convention, 1898; Railway and Mining Concession, 1898.

Japan—Shimonoseki, 1895; Liuchung Convention, 1893; Commercial, 1896; New Port, 1896; Supplementary Commercial, 1903.

Russia—St. Petersburg, 1861; Russian Land Trade, 1881.

Portugal, 1883; Commercial Treaty, 1904.

China, Japan, made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1864; Duties Convention, 1865; Russia, agreements to Corea; United States, Extradition Treaty, 1886; Great Britain (Alliance) 1903; Russia (Peace Treaty) 1905.

TREATIES WITH COREA

Japan, 1876; Japan, Supplementary, 1876; Japan, 1894 and 1905; United States, 1882.

TREATIES WITH SIAM

Great Britain, 1856, 1859 and 1909; France, 1856 and 1904; Japan, 1893; Russia, 1899.

Great Britain and France, Siamese Frontier.

Great Britain and Russia, Railway Convention, 1899.

CUSTOMS TARIFFS

TRADE REGULATIONS

China, Japan, Siam, Corea.

LEGAL DOCUMENTS

Orders in Council for Government of H.B.M.'s Subjects in China and Corea, and in Siam Rules of H.B.M.'s Supreme and other Courts in China, etc.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong; Malay States Federation Agreement; Treaty of Hongkong, Court Fees; Admiralty, 1881; Foreign Jurisdiction Act; Regulations of the Consular Courts of United States; United States Consular and Court Fees; Rules of Court of Consuls of Shanghai; Chinese Passenger Act; Hongkong Licences, Trade Marks, and Letters Patent Fees; Port Regulations for China; Harbour Regulations for Japan.

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肉桂粉 Ngau Kok—Bullock's Feet, each, 8

肉桂粉 Ngau Pa—Bullock's Kidneys

肉桂粉 Ngau Met—Bullock's Liver

肉桂粉 Ngau Ron—Bullock's Liver, lb. 12

肉桂粉 Ngau T'oo—Bullock's Liver, undressed, 6

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肉桂粉 Head and Feet, each, \$1.00

肉桂粉 Yong Pa—Kwai—Butcher Shop, lb. 22

肉桂粉 Yong Po—Leg of Bullock

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肉桂粉 Yong T'au—Sheep's Headfoot

肉桂粉 Yong T'au—Sheep's Heart, each

肉桂粉 Yong T'au—Sheep's Kidneys, each

肉桂粉 Yong Kong—Sheep's Liver, lb. 24

肉桂粉 Ch'ui Kok—Pig's Feet, each, 12

肉桂粉 Ch'ui Kok—Pig's Brains, per set, 24

肉桂粉 Ch'ui Kok—Pig's Eye, each, 10

肉桂粉 Ch'ui Kok—Pig's Head, each, 15

肉桂粉 Ch'ui Kok—Pig's Kidneys, pair, 9

肉桂粉 Ch'ui Kok—Pork Chop, lb. 20

肉桂粉 Ch'ui Kok—Pig's Heart, 12

肉桂粉 Ch'ui Kok—Pig's Liver, 30

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肉桂粉 Shang Yung Yock—Butcher Shop

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肉桂粉 Poultrey

肉桂粉 Kai Teal—Chicken

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肉桂粉 Ngau Kai—Doves, each

肉桂粉 Sang Cheng Shou Ap—

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肉桂粉 Pak Kok—Pigeons, Canton, each, 25

肉桂粉 Om Ch'ui—Quail, " 20

肉桂粉 To Teal—Hare

肉桂粉 Musk Deer

肉桂粉 Shan Kai—Pheasant

肉桂粉 Chi Ku—Partridge, each, 45

肉桂粉 Wo Fa Teal—Rice Birds, doz., 20

肉桂粉 Shui Shui—Snips, each, 28

肉桂粉 Shui Shui—Ap—leak

肉桂粉 Fo Kui Kung—Turkeys, Cock, lb. 60

肉桂粉 Fo Kui Mo—Turkeys, Hen, 45

肉桂粉 Kai Yu—Barbel

肉桂粉 Pin Yu—Bream

肉桂粉 Tam Shui—Canton Fresh water Fish

肉桂粉 Le Yut—Carp

肉桂粉 Man Yu—Cat Fish

肉桂粉 Man Yu—Codfish

肉桂粉 Hui—Crabs

肉桂粉 Mak Yu—Catfish

肉桂粉 Shui Mang Yu—Dab

肉桂粉 Wong Mei Lun—Dace

肉桂粉 Tit Shui—Dog Fish

肉桂粉 Hoi Shui—Eel Conger

肉桂粉 Tam Shui—Eels, Fresh water

肉桂粉 Wong Sin—Eels, Yellow

肉桂粉 Tsin Kai—Frogs

肉桂粉 Shak Pan—Gourpao

肉桂粉 Ngai Po Lo—Pineapple

肉桂粉 Ngai Po Lo—Orange (Canton)

肉桂粉 Ngai Po Lo—Pineapple

肉桂粉 Ngai Po Lo—Water Chestnuts

SOURCES OF RUBBER SUPPLY.

[By Professor Robert Wallace.]

The production of indiarubber by means of cultivation is rapidly becoming an important industry, in spite of the fact that the great bulk of the world's vast annual supply of over 80,000 tons is as yet derived from natural sources collected from tropical jungles. In hot and humid equatorial regions especially are to be found a considerable number of species of forest trees, twining vines, and, more rarely, shrubs which produce the milk-like juice familiarly known as latex. This contains caoutchouc, which, under simple and inexpensive treatment, becomes the rubber of commerce. A sudden and unexpected demand for rubber for motor cars and many other minor commercial purposes, in addition to a steadily growing demand for the manufacture of rubber shoes, which up till a recent date absorbed about 40 per cent. of the world's rubber supply, so taxed natural sources that prices rose to unprecedented heights. Enhanced prices have had two important influences on rubber supply. They have (1) stimulated the search for wild rubber and extended it into more remote and often unhealthy districts; and (2) led to the increase of cultivated, or so-called "plantation," rubber. Brazil is the main source of the supply of wild rubber, although large quantities of forest-grown rubber come from West Africa—especially from its main centre, the Congo river basin. The Federated Malay States, on the other hand, are the stronghold of the cultivated-rubber industry. Ceylon is a competitor, but a long way behind in quantity. Of an estimated amount of 10,000 tons from the two centres for the past year, about 500-600 tons will be the yield of the Ceylon plantations.

THE DIFFERENT QUALITIES OF RUBBER.

In quality, Eastern rubber is somewhat soft, while the strength of Brazilian Para is 25 to 30 per cent. greater. Although soil and climate have a certain modified influence on the quality of rubber derived from the same species of tree grown in different parts of the world, the acknowledged inferiority of "plantation" Para is against the best wild Para is mainly due to the fact that all the parent trees from which the Para plantations of the Malay States, Sumatra, Java, and Ceylon were furnished belonged to the variety of hevea found in the Tapajos river district, where the weakest samples of Brazilian rubber are produced. Its commercial value is to-day from £d. to 7d. per lb. less than the hard core fine. Moreover, the scrappy, from the Tapajos district, is always more or less fermented when it arrives at market, a condition which often occurs in the plantation grades when shipped any great distance.

The difference in quality between plantation and wild Para rubber may be partly due to the difference in the methods of tapping, and to the coagulation of the latex. In Brazil, a hatchet is used to make the incisions from which the latex flows. That from the first two tappings, being liable to yield an inferior product, is not smoked, but used as scrap. Coagulation is accomplished by smoking over a slow fire—the latex being slowly poured on to the upper side of a revolving pole which gradually collects a ring of solid rubber round its centre. The active principles in the smoke—acetoxy and other products of vegetable combustion—preserve the material from the attacks of white mould which are liable to decompose (ferment) unsmoked rubber. A mouldy appearance on smoked Para rubber comes rather as a bloom like that of the grape and is indicative of superior quality. Only partial success has so far attended the efforts of the rubber experts at the Botanic Gardens, Singapore, and others to formulate a practicable method of coagulating newly drawn latex by means of smoke. The all but universal practice exists of coagulating by the introduction of small quantities of acid—usually acetic acid, although a few plasters containing hydrochloric and other weak acids, including the juices of citrus fruits. It is now widely believed that acid, even in moderate quantities, used to coagulate rubber lowers its market value by reducing its strength and its resilience, and that it is only a matter of time till the products of the combustion of wood or of coconut fibre, either as smoke or collected and used in liquid form, will supersede the acids.

A modified attempt to undo part of the injury resulting from the use of acid is made by smoking the sheets of rubber during the process of drying, but the best results will probably not be got till acid is completely discarded.

SCIENCE AND RUBBER PRODUCTION.

Science is capable of doing much for the rubber planter in competition with the wild rubber collector, not only in the manufacture of the product, but in the cultivation and preservation of his trees, and in safeguarding the lives of his workers. It is estimated that in the Amazon valleys the collection of every ton of rubber costs two human lives. Work has to be suspended altogether for the three months—January, February, and March—when the rivers are at their greatest height, and when the conditions generally make it impossible for the employees of the Portuguese and Brazilian companies, which control the work of collection, to operate. In the Malay States on the low-lying plantations where malarial fever might be expected to lurk, control has been got of this dreaded enemy of the rubber collector, and the annual death-rate among coolies in many instances has been reduced to 10 per 1,000. But a new phase of the fever difficulty has arisen which was one of the chief reasons why the Government of India not long ago stopped the supply of indentured coolies to the Malay States.

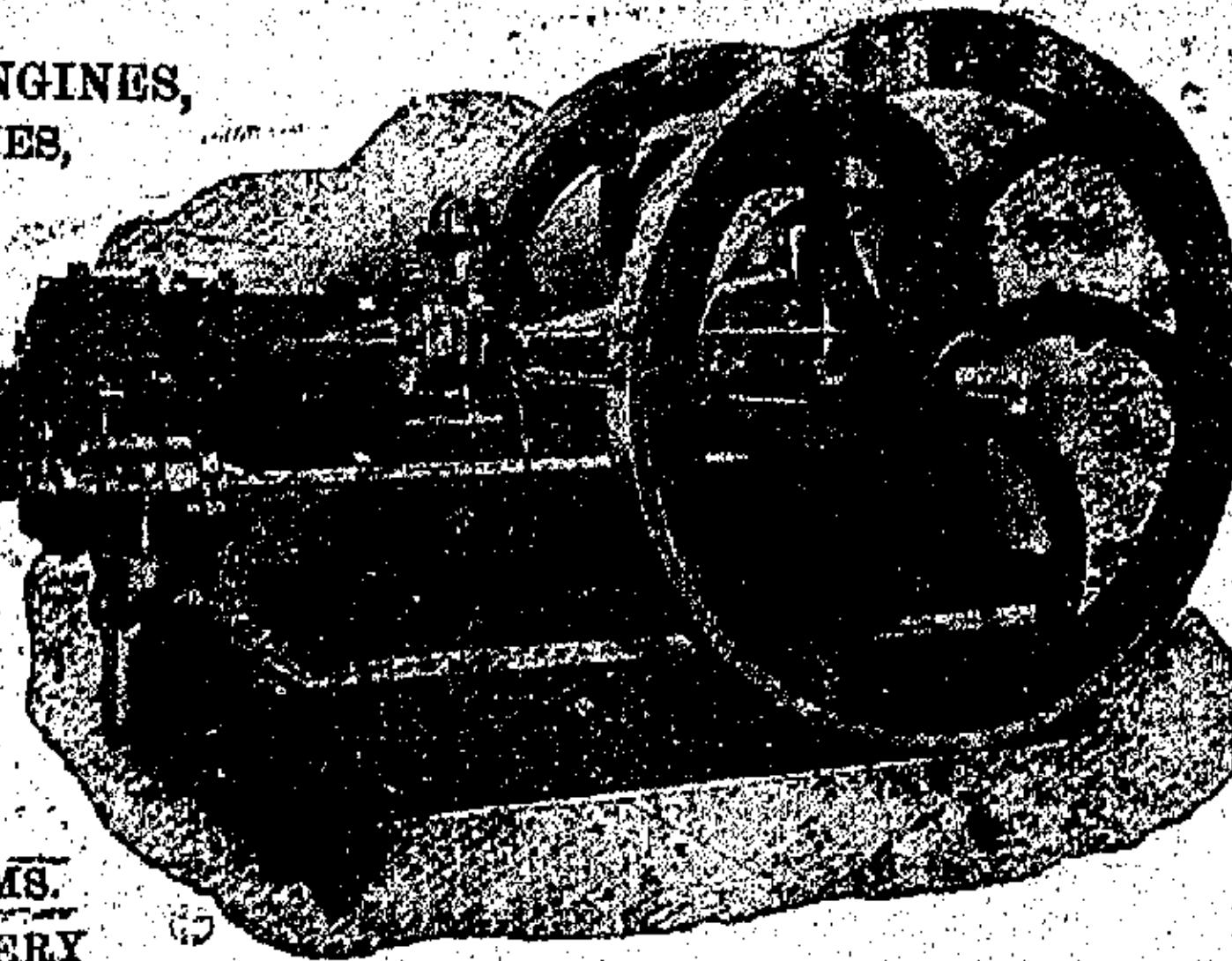
A new variety of fever-bearing mosquito (*Anopheles*) has been found, which breeds in running water—viz., the streams of rivulets discharging from the elevated ground, and so disastrous has the effect been that the annual death-rate of coolies working on plantations situated in hilly country has in some instances risen to 300 per 1,000. Medical and Sanitary authorities are at work experimenting how best to overcome the difficulty. A system of covered drains is thought to be the most practical effective means available; and it is being determined whether the covering up of the streams of the streams by a system of closed drains is sufficient or if the covering must be extended all the way to the flat land below.

PROVISIONS MADE FOR LABOUR.

While it was right and proper for the Government of India to prevent indentured coolies being retained when unwhiting by caught in one of those death-traps, the action of the Government does not prevent unindentured coolies, who are free to move from one employer to another, from taking engagements in such places if they wish to do so. Hospital accommodation is by law provided conjointly by groups of adjoining estates under the charge of a resident native doctor, who is visited periodically by a European doctor. The chief difficulty is to induce the men suffering from fever or from beri-beri, which is also very prevalent, to go to the hospital in the early stages of an attack when the influence of available remedies would be not only more immediate but much more successful. When taken in time, beri-beri can be very easily cured, and Dr. Fraser, of the

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Institute of Medical Research at Kuala Lumpur, is engaged in investigating what is likely to prove an interesting means of prevention as well as cure. He has shown that recovery is more rapid when a patient receives in his food an addition of the dark-coloured material which is rubbed from the surface of hulled rice during the process of polishing or whitening it for market. It is believed that the use of rice as food which has not been deprived of some of its most valuable constituents, including phosphorus, may go a long way to prevent the occurrence of beri-beri, or modify its severity when it does appear.—*The Times*.

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47

HONGKONG TIDE TABLE.

From March 7th to 13th 1911.

| S. Day Week | HIGH WATER. | | LOW WATER. | |
|-------------------|------------------|-------------------------|---------------------------|-------------------------|
| | S. Mon Day | H'kong Mean Time. | H'kong Height Time. | H'kong Mean Time. |
| Tues. | 7 m 2 20 | 4 6 m 7 5 | 3 1 | |
| | 1 35 a | 6 1 | 9 31 a 2 2 | |
| Wed. | 8 m 4 7 | 4 1 | 7 42 | 3 6 |
| | 2 59 | 6 2 | 11 6 a 1 9 | |
| Thurs. | 9 m 6 20 | 4 0 | 8 27 | 3 9 |
| | 4 18 a | 6 4 | | |
| Fri. | 10 m 7 59 | 4 2 | 0 24 | 1 4 |
| | 5 40 a | 6 6 | 10 29 a 4 1 | |
| Sat. | 11 m 8 44 | 4 4 | 1 22 | 1 1 |
| | 6 48 a | 6 8 | 0 17 a 4 0 | |
| Sun. | 12 m 9 8 | 4 6 | 2 5 | 0 9 |
| | 7 44 a | 7 0 | 1 13 a 3 6 | |
| Mon. | 13 m 9 30 | 4 8 | 2 42 | 0 8 |
| | 8 34 a | 7 1 | 2 2 a 3 2 | |

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 6th.

| Previous | On Date | On Date | Day | at 4 p.m. | at 10 a.m. | at 4 p.m. |
|----------------|---------|---------|-------|-----------|------------|-----------|
| Barometer | 29.80 | 29.96 | 29.84 | | | |
| Temperature | 72 | 73 | 77 | | | |
| Humidity | 80 | 80 | 52 | | | |
| Wind Direction | SSW | NNW | W | | | |
| Wind Force | 1 | 1 | 1 | | | |
| Weather | o | o | o | | | |
| Rain | | | | | | |

Highest open air Temperature on 5th... 76
Lowest open air Temperature on 5th 64

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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS DATE OF SAILING.
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Hongkong, 2nd February, 1911.

VISITORS AT HOTELS.

HONGKONG HOTEL

| | |
|----------------------------------|--|
| Mr & Mrs D. P. Allan and maid | Mr P. H. Kinman |
| Mr J. Alsop | Mr & Mrs N. D. Kraft |
| Mr J. I. Andrew | Mr F. C. Inchan |
| Mr G. E. Armstrong | Mr G. M. Loo |
| Mr J. Arthur, Jr. | Mr G. T. Lloyd |
| Mr F. W. Aston | Mr A. C. Lof |
| Miss E. Atterbury | Mr W. Long |
| Mrs F. N. Atterbury | Mr and Mrs M. F. Lovenstein, 2 children, maid and infant |
| Mr J. Audinet | Mr S. Lowrie |
| Baron M. V. Babo | Mr and Mrs J. H. Backhouse |
| Mr and Mrs J. H. | Mr S. Lowrie |
| Backhouse | Mr E. Lubbock & maid |
| Miss Bancroft | Mr E. Lubbock, R.N. |
| Mr L. Beckingsale | Miss Lubbock |
| Mr and Mrs N. F. | Mr & Mrs F. A. Magee |
| Blanche | Miss H. M. Magee |
| Mr J. W. C. Bonner | Mr R. Marquay |
| Mr and Mrs C. Van | Mr V. E. T. de Marney |
| den Born | Dr. O. Mariott |
| Mr & Mrs W. T. Bowen | Miss K. A. Mason |
| Mr H. Bridges | Capt. & Mrs L. Mathie |
| Mr H. Briffaud | Mr S. H. Mathie |
| Miss Browne | Col. & Mrs McIntyre |
| Mr W. C. Brunner | Mr & Mr. J. Meier |
| Mr W. H. Burtt | Mr J. Moretti |
| Mr & Mrs H. Campbell | Mr E. C. Mitchell |
| Miss Carroll | Mr C. Meldorph |
| Miss Carroll | Mr O. Mordhorst |
| Miss Carter | Mr A. J. Mott |
| Mr F. Carwin | Mr A. B. Moulder |
| Mr P. T. Chilvers | Mr P. W. L. Nanninga |
| Mr W. E. Clarke | Mr A. Namvela |
| Mr A. S. Cobden | Mr L. R. Needham |
| Mr H. L. Condon | Capt. J. Nicholas |
| Mr G. H. Corse Jr. | Mr W. North |
| Mr Cotroux | Mr. and Mrs. F. D. Crossland |
| Mr & Mrs H. Crossland | Mr H. Criddle |
| Mr H. Criddle | Mr V. O'Corrington |
| Mr P. Davidson | Mr J. Pappa |
| Mr V. C. Davies | Mr J. V. Pavitt |
| Mr W. M. Eeves Davies | Mr L. E. Pinkham |
| Mr W. C. Drew | Mr P. C. Potts |
| Mr and Mrs H. C. | Mr F. Powell |
| Hivenfole | Mr W. T. Pritchard |
| Mr H. Criddle | Mr E. H. Ray |
| Mr P. Enticknap | Mr & Mrs. I. Raymond |
| Mr H. Fisher | and child |
| Capt. P. G. Fotherham | Mr & Mrs. Van Rees, |
| Mr J. Forster | nurse & child |
| Mr & Mrs. Fry & infant | Mr & Mrs. A. C. Reiss |
| Dennau Fuller | and maid |
| Mr J. A. Goodin | Miss T. P. Robinson |
| Mr V. Goulnard | Mr C. H. Rose |
| Mr J. Gould | Mr J. Safer |
| Mr E. Guttenberg | Mr Y. H. Shimada |
| Mr D. H. Hoxell | Miss Sidford & child |
| Capt. T. P. Hall | Mr C. E. Smith |
| Mr & Mrs C. Hall | Mr H. S. Solomon |
| Mr J. C. Hamilton | Dr. & Mrs. A. D. Spalding |
| Mr C. Hammond | Mr C. S. Spayor |
| Mr & Mrs Harniball | Mr J. J. Spinck |
| Mr B. A. Harnett | Mr J. Spittles |
| Mr & Mrs R. D. Harvey | Miss A. Square |
| Hon. Mr. & Mrs. E. A. Howett | Mr H. Holman |
| Mr H. Holman | Mr G. W. McEwan |
| Mr S. H. Hough | Mr B. K. Mohra |
| Mr C. A. Hoxell | Mr & Mrs. Merle |
| Mr & Mrs P. E. Huber | Mr S. Moore |
| Mr C. Humphreys | Mr A. P. Nobbs |
| Mr R. Innes | Mr P. Pack |
| Mr A. Irelan | Mr H. Peacock |
| Mr K. Iwaiwata | Mr J. L. Pissarro |
| Mr C. M. Jack | Dr. Schulz |
| Mr R. M. Joseph | Mr M. Shirasai |
| Mr L. Judd | Dr. Siebert |
| Mr C. Julian | Mr J. W. Hunter |
| Mr R. E. Kadocie | Mr E. B. Smith |
| Mr & Mrs E. S. Kadocie | Mr G. Stewart |
| Dr & Mrs Kelly | Mr. John Lennox |
| Mr H. Wilfred Kelly | Miss Lepreto |
| Mr J. F. Kendrew | Mr & Mrs. R. F. Master |

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SHIPPING

ARRIVALS.

CHOSHUN MARU, Japanese str., 1,301, T. Yamaguchi, 6th March—Shanghai 26th Feb, General—Osaka Shosen Kaisha.
DERWENT, British str., 1,350, Jenkins, 6th March—Salon 2nd March, General—Wo Fat Sing.
GLAMORGANSHIRE, British str., 5,659, H. C. Morris, 6th March—London via Singapore 23rd Feb, General—Jardine, Matheson & Co.
KOWLOON, German str., 1,234, Vestor, 6th March—Hongkong 4th March, Cool-Hamburg-American Line.
LIBERTY, German str., 3,636, Lübeck, 6th March—Shanghai 2nd March, General—Hamburg-American Line.
LINAN, British str., 1,350, C. C. Williams, 6th March—Shanghai 2nd March, General—Butterfield & Swire.
MAUSANG, British str., 1,444, G. L. Waligell 5th March—Sandakan 28th Feb, Timber and Consul—Jardine, Matheson & Co.
PAKLAU, German str., 1,018, S. Wanzen, 6th March—Bangkok 26th Feb, Rice and Teakwood—Butterfield & Swire.
PITANJULOK, German str., 1,267, D. Reimers, 5th March—Bangkok 25th Feb, Rice—Butterfield & Swire.
SPEZIA, German str., 3,281, Faals, 6th March—Shanghai 2nd March, General—Hamburg Amerika Line.
TATONTE, French str., 1,234, Augustin, 6th March—Wuhu 1st March, Rice—Wo Fat Sing.
TOSA MARU, Japanese str., 5,823, H. Nomura, 5th March—Moj 23rd Feb, Flour and Merchandise—Nippon Yusen Kaisha.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
6th March.
Ceylon Maru, Japanese str., for Kobe.
Haiching, British str., for Swatow.
Hongkong, French str., for Haiphong.
Hydra, Norwegian str., for Moji.
Kumchow, British str., for Singapore.
Shantung, German str., for Singapore.
Signal, German str., for Aping.
Tosa Maru, Japanese str., for Singapore.

DEPARTURES.
6th March.
KUMSANG, British str., for Singapore.
KWANGTAH, Chinese str., for Shanghai.
LINAN, British str., for Canton.

SHIPPING REPORTS.
The Brit. str. *Matsang* reports: Experienced light to moderate breeze and fine weather.
The British str. *Linan* reports: Light to moderate breeze and fine weather to 4 a.m. on the 5th March; thence intermittent fog to arrival.

PASSENGERS.
ARRIVED.
Per *Paklau*, from Bangkok, Mr von Gersdorf and Mr Nefzeler.
Per *Choshun Maru*, from Shanghai, Mr E. Wooll and Mr H. C. Scumshin.
Per *Glenorianshire*, from London, &c., Mr and Mrs Danby and child, Mr and Mrs Colson, Mrs Hope and Miss Mann.
Per *Linan*, from Shanghai, Mrs G. E. Stewart and child, Mr and Mrs Huber, Miss L. Thomson and Mr E. Hope.
EXPECTED.

Per P. & O. str. *Borneo*, sailed from London on 28th January—For Hongkong, Mrs J. T. Fawcett, Mr J. B. McCormick, Mr and Mrs E. A. W. Sears; for Shanghai, Miss Reid, Lieutenant Col. and Mrs L. C. Kee, Mr and Mrs T. F. Anderson, Mrs E. Cruickshank and child, Mrs E. Scott; for Kobe, Miss Pearson.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P. M. S. S. Co.'s str. *Siberia* sailed from San Francisco on the 15th ult. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 14th inst.
The P. M. S. S. Co. str. *China* sailed from San Francisco on the 21st ult. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 20th inst.

THE AUSTRALIAN MAIL.
The I.G.M. str. *Coblenz* left Manila on the 5th instant, at midnight, and may be expected here to-morrow at 6 a.m.
The E. & A. str. *Adelaide* left Sydney on the 18th ultime for this port (via Queensland Ports, Port Darwin and Minna).

THE CANADIAN MAIL.
The C.P.R. Co.'s str. *Empress of China* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 23rd ultime p.m.

THE GERMAN MAIL.
The I.G.M. str. *Luzon*, carrying the German Mails with dates from Berlin of the 8th ult., left Singapore on the 4th inst. at 9 p.m., and may be expected here on or about the 9th inst., at 6 a.m.

THE INDIAN MAIL.
The Indo-China str. *Footong* left Calcutta for the Straits and Hongkong on the 1st inst., and is due about the 7th inst.

MERCHANT STEAMERS.
The American & Manchurian Line steamer *Mattope* is due here to-day.
The "Ben" Line str. *Benyloc* from Leith, Middlesex, and London left Singapore on the 28th ultime for this port.

The O.S.K. str. *Seattle Maru* left Tacoma, Wash., for this port via Japan and Manila on the 4th ult., and is due here on the 12th inst.
The N.Y.K. str. *Bombay Maru* (Bombay Line) left Bombay for this port on the 24th ultime, and is expected here on the 14th inst.

The str. *Glenarvan* passed the Suez Canal on the 14th ult., and is due here on or about 20th inst.

The Mogul Line str. *Montrose* sailed from United Kingdom on the 4th ultime for Hongkong via Straits.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG
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On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver.

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To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "b," nearest Hongkong "a," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

| DESTINATION. | VESSEL'S NAMES. | FLAG & B.R. | BERTH. | CAPTAIN. | FOR FREIGHT APPLY TO | TO BE DISPATCHED |
|--|----------------------------------|-------------|--------|-------------------------|-------------------------------|--------------------------------|
| LONDON & ANTWERP VIA SINGAPORE, &c. | SYRIA | Brit. str. | — | D. C. Greager, M.N.R. | P. & O. S. N. Co. | About 8th inst. |
| LONDON & ANTWERP | CARIBBENTHESIRE | Brit. str. | — | R. L. Daniel | JARDINE, MATHESON & CO., LTD. | About 14th inst. |
| LONDON & ANTWERP VIA USUAL PORTS OF CALL | MARMORA | Brit. str. | — | G. H. C. Weston, R.N.R. | P. & O. S. N. Co. | On 16th inst., at Noon |
| LONDON & ANTWERP VIA SINGAPORE, &c. | NORE | Brit. str. | — | G. Phillips, R.N.R. | P. & O. S. N. Co. | About 22nd inst. |
| ROTTERDAM & HAMBURG VIA STRAITS, &c. | ALMERA | Ger. str. | K. w. | H. Abel | HAMBURG-AMERIKA LINE | On 4th April. |
| BREMEN, HAMBURG & ANTWERP, &c. | AMERIA | Ger. str. | K. w. | Deinat | HAMBURG-AMERIKA LINE | On 27th inst. |
| COPENHAGEN & BALTIc PORTS | YEDDO | Swed. str. | — | — | OLOF WIJL & CO., LTD. | End of Mar. |
| TRANQUEBAR | SWED. str. | — | — | — | MELCHERS & CO. | On 10th April. |
| SAMBIA | Ger. str. | — | — | — | HAMBURG-AMERIKA LINE | On 16th inst. |
| PREUSSEN | Ger. str. | — | — | — | — | On 25th inst. |
| IVY MARU | Jap. str. | — | — | R. Takeda | NIPPON YUSEN KAISHA | On 15th inst., at D'light |
| MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c. | SILESIA | Ger. str. | — | Selmer | HAMBURG-AMERIKA LINE | On 14th inst. |
| MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c. | KANAGAWA MARU | Jap. str. | — | C. H. Butler | NIPPON YUSEN KAISHA | On 25th inst. |
| MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c. | HIRANO MARU | Jap. str. | — | H. Fraser | NIPPON YUSEN KAISHA | On 29th inst., at D'light |
| MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c. | ENIFELIS | Ger. str. | — | Ebelho | HAMBURG-AMERIKA LINE | On 24th April. |
| NAPLES, GENOA, ALGIERS, GIBRALTAR, &c. | YOKO | Ger. str. | — | — | — | To-morrow, at Noon |
| TIESTE, &c., VIA SINGAPORE, &c. | FORWAERTS | Am. str. | — | R. Dannecker | SANDER, WIELER & CO. | On 29th inst., at 2 P.M. |
| BOSTON & NEW YORK VIA PORTS & SUZ CANAL | LOWTHER CASTLE | Brit. str. | 1 m. | — | SHEWAN, TOME & CO. | About 22nd inst. |
| VANCOUVER VIA SHANGHAI, JAPAN, &c. | EXPRESS OF JAPAN | Brit. str. | — | — | CANADIAN PACIFIC R. CO. | On 16th inst., at 7 A.M. |
| VICTORIA, C.B. & TACOMA VIA SHANGHAI, &c. | MONTRAGE | Jap. str. | — | — | THE BANK LINE, LIMITED | On 18th April, at Noon |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | SEATTLE MARU | Jap. str. | — | K. Kawara | CANADIAN PACIFIC R. CO. | On 22nd inst., at D'light |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | TAMBA MARU | Jap. str. | — | S. Sato | PACIFIC MAIL S. CO. | On 28th inst., at Noon |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | LUCEERIC | Brit. str. | — | J. Mathie | PACIFIC MAIL S. CO. | On 25th April, at Noon |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | CHINA | Am. str. | — | — | TOYO KAISEN KAISHA | On 9th inst. |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | NIPPON MARU | Am. str. | — | H. S. Smith | PORTLAND & ASIAH. S. CO. | On 31st inst., at 1 P.M. |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | HENRIK ISEN | Am. str. | — | Chr. Selke | NIPPON YUSEN KAISHA | On 10th inst., at 1 P.M. |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | COBLENZ | Brit. str. | — | H. Raesnor | MELCHERS & CO. | On 17th inst., at Noon |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | KOBE | Brit. str. | — | M. Yagi | NIPPON YUSEN KAISHA | On 26th inst., at D'light |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | KOBE & YOKOHAMA | Brit. str. | — | H. Raesnor | MELCHERS & CO. | On 14th April, at Noon |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | NAGASAKI, KOBE & YOKOHAMA | Brit. str. | — | F. H. Sommar | NIPPON YUSEN KAISHA | On 7th inst. |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | JAPAN, HONOLULU, MANZANILLO, &c. | Brit. str. | — | M. Yagi | NIPPON YUSEN KAISHA | To-day. |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | YUIMAI | Brit. str. | — | K. Hashimoto | TOYO KAISEN KAISHA | On 16th inst., at 11 A.M. |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | UICHOW | Brit. str. | — | E. Forsyth | JAVA-CHINA-JAPAN LINE | On 15th inst., at Noon |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | ARRATOON APCAR | Brit. str. | — | G. F. Hudson | BUTTERFIELD & SWIRE | On 26th inst., at D'light |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | KIUKIANG | Brit. str. | — | Robertson | DAVID SASSOON & CO., LTD. | On 22nd inst., at 4 P.M. |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | LUETZOW | Brit. str. | — | B. Wilhelm | BUTTERFIELD & SWIRE | On 24th inst. |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | CHOSHUN MARU | Jap. str. | — | C. Lindbergh | OSAKA SHOSEN KAISHA | On 8th inst. |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | LINAN | Brit. str. | — | W. H. S. Hall, R.N.R. | BUTTERFIELD & SWIRE | On 17th inst., at 4 P.M. |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | TUNGSHING | Brit. str. | — | H. Powell | JARDINE, MATHESON & CO., LTD. | On 12th inst., at D'light |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | REINPELS | Brit. str. | — | — | HAMBURG-AMERIKA LINE | On 12th inst. |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | BORNEO | Brit. str. | — | — | P. & O. S. N. CO. | On 19th inst., at 1 P.M. |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | DEVANHA | Brit. str. | — | — | MELCHERS & CO. | Quick despatch |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | CATHAY | Swed. str. | — | Eckhorn | JADEINE, MATHESON & CO., LTD. | TIJRSOI Y, THE 9TH MARCH. |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | FOOKSANG | Brit. str. | — | Mawali | HAMBURG-AMERIKA LINE | To be followed by the Steamers |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | SENEGAMBIA | Gen. str. | — | W. G. Passmore | JAYA-CHINA-JAPAN LINE | TIJRSOI Y, THE 9TH MARCH. |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | TJITARDEN | Brit. str. | — | A. H. Stewart | OSAKA SHOSEN KAISHA | TIJRSOI Y, THE 9TH MARCH. |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | HANYANG | Brit. str. | — | E. A. Hodges | OSAKA SHOSEN KAISHA | TIJRSOI Y, THE 9TH MARCH. |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | SOSHU MARU | Brit. str. | — | J. W. Evans | DOUGLAS LAPEAK & CO. | TIJRSOI Y, THE 9TH MARCH. |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | DAIGI MARU | Brit. str. | — | James | DOUGLAS LAPEAK & CO. | TIJRSOI Y, THE 9TH MARCH. |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | HAICHING | Brit. str. | — | Mathews | BUTTERFIELD & SWIRE | TIJRSOI Y, THE 9TH MARCH. |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | HAIMUN | Brit. str. | — | S. B. Crosby | SHEWAN, TOME & CO. | TIJRSOI Y, THE 9TH MARCH. |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | HAYANG | Brit. str. | — | S. J. Payne | JARDINE, MATHESON & CO., LTD. | TIJRSOI Y, THE 9TH MARCH. |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | HTAITAN | Brit. str. | — | Pennfather | BUTTERFIELD & SWIRE | TIJRSOI Y, THE 9TH MARCH. |
| VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c. | SINGAN | Brit. str. | — | H. Mainland | | |

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51-1

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

SIBERIAN MAILS.—On account of prevalence of plague in Manchuria, the Mails via Siberia are considerably delayed. The Public are recommended not to use this route for transmission of correspondence until normal conditions prevail. There is only a weekly service between Shanghai and Dalmay, leaving Shanghai on Fridays.

The *Luctow*, with the German Mail of the 8th ultimo, left Singapore on Saturday, the 9th instant, at 9 p.m., and may be expected here on or about Thursday, the 9th instant, at 6 a.m.

| TO | FROM | DATE |
|--|----------------|---|
| Swatow, Amoy and Foochow | Haiching | 7th, 10.00 A.M. |
| Saigon | Haiching | Tuesday, 7th, 10.00 A.M. |
| Haiphong | Hongkong | Tuesday, 7th, 11.00 A.M. |
| Singapore, Colombo and Bombay | Tosa Maru | Tuesday, 7th, 11.00 A.M. |
| Singapore and Java | Shantung | Tuesday, 7th, 11.00 A.M. |
| Straits and Colombo | Liberia | Tuesday, 7th, 11.00 A.M. |
| Straits and Colombo | Espia | Tuesday, 7th, 11.00 A.M. |
| Macao | Sui Tai | Tuesday, 7th, 11.15 P.M. |
| Ningpo and Shanghai | Haikang | Tuesday, 7th, 3.00 P.M. |
| Manila, Cebu and Illoilo | Laures | Tuesday, 7th, 3.00 P.M. |
| Saigon | Glamorganshire | Tuesday, 7th, 4.00 P.M. |
| Shanghai, Miike, Kobe, Yokohama, Shimoda and Yokohama | Choshun Maru | Tuesday, 7th, 5.00 P.M. |
| Swatow, Amoy, Foochow and Shanghai | Hainan | Wednesday, 8th, 10.00 A.M. |
| Hoikow and Haiphong | Singan | Wednesday, 8th, 10.00 A.M. |
| Europe, &c., India via TUTICORIN, (Last Letters 11.00 A.M. to 11.30 Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) | York | Wednesday, 8th, 10.00 A.M. |
| Macao | Sui Tai | Wednesday, 8th, 11.00 A.M. |
| Singapore, Penang and Calcutta | Gregory Apcar | Wednesday, 8th, 1.15 P.M. |
| Shanghai, Kobe and Moji | Arratoon Apcar | Wednesday, 8th, 2.00 P.M. |
| Shanghai and Chinkiang | Kuikiang | Wednesday, 8th, 2.00 P.M. |
| Moji, Mazatlan and Guaymas (Mexico) | Largo Law | Wednesday, 8th, 3.00 P.M. |
| Shanghai, Kobe, Yokohama, Vancouver and Seattle | Lacerio | Wednesday, 8th, 4.00 P.M. |
| Shanghai | Lian | Thursday, 9th, 11.00 A.M. |
| Tientsin | Haiching | Thursday, 9th, 2.00 P.M. |
| Swatow, Amoy and Foochow | Haikang | Thursday, 9th, 3.00 P.M. |
| | | Friday, 10th, 10.00 A.M. |
| | | Friday, 10th, 11.00 A.M. |
| | | Printed Matter and Samples |
| | | Registration, 10.00 A.M. |
| | | (Registration, with late fee of 10 cents, up to 10.45 A.M.) |
| | | Registration, 10.00 A.M. |
| | | No late fee. |
| | | Letters, 11.00 A.M. |
| | | Wednesday, 8th, 1.15 P.M. |
| | | Wednesday, 8th, 2.00 P.M. |
| | | Wednesday, 8th, 3.00 P.M. |
| | | Wednesday, 8th, 4.00 P.M. |
| | | Thursday, 9th, 11.00 A.M. |
| | | Thursday, 9th, 2.00 P.M. |
| | | Thursday, 9th, 3.00 P.M. |
| | | Friday, 10th, 10.00 A.M. |
| | | Friday, 10th, 11.00 A.M. |
| | | Printed Matter and Samples |
| | | Registration, 10.15 A.M. |
| | | (Registration, with late fee of 10 cents, up to 11.00 A.M.) |
| | | Registration, 10.30 A.M. |
| | | No late fee. |
| | | Letters, NOON |
| | | Friday, 10th, 3.00 P.M. |
| | | Friday, 10th, 4.00 P.M. |
| | | Registration, 10.00 P.M. |
| | | Letters, 6.00 P.M. |
| | | Saturday, 11th, 11.00 A.M. |
| | | Saturday, 11th, 1.00 P.M. |
| | | Saturday, 11th, 5.00 P.M. |

EUROPE, &c., INDIA VIA TUTICORIN, (Last Letters 11.00 A.M. to 11.30 Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao

Singapore, Penang and Calcutta

Shanghai, Kobe and Moji

Shanghai and Chinkiang

Moji, Mazatlan and Guaymas (Mexico)

Shanghai, Kobe, Yokohama, Vancouver and Seattle

Seattle

Shanghai

Tientsin

Swatow, Amoy and Foochow

Haikang

Haikang

Haikang

Haikang

Haikang

Haikang

Haikang

Haikang

Haikang

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO

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Batavia, Cheribon, Samarang and Sourataya

Tippana

Manila, Cebu and Illoilo

Tungshing

Shanghai

Haikang

Haikang